

search, besides that of friends, are said to have been brought to bear upon its descriptive details.

We may quote a few remarks as to the "Black-dike," and the origin of the name of Richmond, as a specimen of the author's style:—

"It is possible that both 'Old Richmond' and the Richmond on the Swale have derived their name from the ancient dike, or Richemound. The dike is thought to have served as a boundary or defence, and from the names on its course it evidently was used sooner or later as a road. At Stanwick it quite encircles the place, as if the fortification of a British village.\* The Roman road, or Watling-street, running nearly parallel, is now the great thoroughfare. But doctors disagree, and some suppose the Stanwick mounds at least to be nothing more than the park enclosures of some early Richmond Earl. This 'Black dike,' or 'Scots-dike,' is traced from Scotland. The character of the work in Northumberland, as described by the Rev. J. Collingwood Bruce, in his elegant work on the Roman Wall, differs materially from that in Yorkshire. There, the great embankment is on the east side, and no stones, or such only as were derived from the cutting, have been used in its formation. But near Richmond, a portion where the surface has been broken discloses a sort of rubble formation, as if the chippings from the squared stones of a hundred palaces had all been huddled into this strange compound of mysteries."

We are fond of fathering dateless dikes and mounds on the Danes and Scots: our Saxons sires preferred their demi-gods. Watling-street was 'the street of the sons of king Wœtta,' who, not content with a mania for roads on earth, carried it to the Halls of Odin; and constructed the milky way, which Chaucer roundly calls the Watling-street. Erman lives in his Ermine-street. Ricken is a German word for a hero. Thus we have two Ryche-mounds on the Black Dike, and Rychedike near Newmarket; parallel in both instances with the Giants' hedge of Cornwall. So too, there is the Wreckedle in Durham, portion of the Rickenide-street, 'the road of ancient heroes.'—  
"There were giants in the earth in those days—mighty men of old—men of renown."

\* Tradition! oh, tradition! thou of the scraph tongue,  
The ark that links two ages, the ancient and the young."

The book is illustrated by several engravings, and is otherwise well got up.

Before closing it we may note a circumstance mentioned by the author, and which in these days of metal-digging activity may be of some interest,—namely, that in the vicinity of Richmond there were anciently copper and lead mines.

"Copper," says the author, "has been worked to a considerable extent at Middleton-Tyas, and I have seen plans of similar mining operations on the Almas manors of Barton. The machinery was however of a rude description in former days, and the end of the Barton copper mines, at all events, was that the excavators were drowned out. It is strange that no attempt to reach the ore has suggested itself in the present day. At Richmond the copper and lead mines of Whitcliffe have, from time immemorial, been leased by the Corporation to various persons, up to the present century, but they are discontinued for lack of ore. In the reign of Edward IV. a company with Richard, Duke of Gloucester at their head, had a grant from the king of a mine of copper near the very city of Richmond."

*The Traveller's Library.*  
Longman and Co. 1852.

This excellent serial issue is rapidly progressing. We have here, "Sketches in Canada and Rambles among the Red Men," by Mrs. Jameson, in two parts; being a reprint of the most amusing and interesting chapters of her elegant book, "Winter Studies and Summer Rambles in Canada," now out of print;—"Brittany and the Bible; with Remarks on the French People and their Affairs; by I. Hope," a portion of which appeared in the *Church of England Magazine*; and "The Natural History of Creation; by T. Lindley Kemp," a little brochure containing some wholesome knowledge to sight-seeing, surface-dwelling travellers, on the inward depths and mysteries of their own wonderful nature, of which,—and it is a strange circumstance in the history of

the rapidly advancing science of outward things,—so few ever think,—a circumstance, indeed, quite unaccountable, except on physiological and psychological principles themselves, of which the many know as little as do the lower animals, who, wonderfully clever each in his own little sphere of intuition, are all eye, all ear, all scent and taste, without a vestige of spare soul or inner eye wherewith to see themselves, or even to reflect and know, otherwise than sub-consciously, that they themselves exist. Such is the influence of the external world and its teeming interests even on the race of man, the head of the animal creation; and that cannot but be a salutary interval to the traveller which will initiate him a little into "the way the blood forms the body"—"the way we move, and the influence of the mind upon the body"—"the way people die," and other ways, and means, of a creature so "fearfully and wonderfully made" as man is.

*Instructions to Gas Consumers on its Economical Management.* By JAMES BROWN, late Inspector of Meters to the Sheffield United Gaslight Company. Longman and Co.

This little shilling pamphlet ought to be in the hands of every gas consumer. It would enlighten him considerably on the use of his meter and the general management of his gas. It contains various woodcuts representing the different parts of the meter, with explanations and advice, as to its proper regulation, which would enable the consumer himself to judge whether he is fairly dealt with by it or not. A good deal of general knowledge on the subject of gas, too, may be acquired from its pages, a knowledge which ought now to be general, and which would do more than anything else to prevent those manifestations of gross ignorance whereby explosions and other accidents with gas are still occasionally produced.

#### Miscellaneous.

**THE ELECTRICAL LIGHT.**—We have not heard much of late about the electric light in the metropolis: why it has gone to the country we do not know, unless it be merely as a novelty: we observe, however, that it is at present being exhibited at Liverpool, where there is perhaps a somewhat better or opener field than in the narrow river of the metropolis for the extension of its uses in connection with shipping. The light, says a Liverpool paper, "was exhibited from the tower at the north end of the Prince's dock shortly after the mail steam-ship *Africa* entered the river. It was exceedingly brilliant, and could be distinguished at a great distance. The experiment was considered decidedly successful. The inventor has obtained the permission of the dock committee to test the advantages of his light by showing it at the landing-stage, or other suitable position along the line of the docks." With steadiness of lustre, the power of the electric light would be invaluable as a guide to sailors.

**IRON AND COPPER.**—In 1851, the iron manufactured in Great Britain amounted to 2,500,000 tons; of which 750,000 tons were made in South Wales; 775,000 tons in Scotland; 600,000 tons in South Staffordshire and Worcestershire; and 400,000 tons in other districts; one-third of the produce being employed in castings, and two-thirds in malleable manufactures. In order to obtain this quantity, 7,000,000 tons of ore, 2,700,000 tons of limestone, and 13,000,000 tons of coal had to be extracted from the bowels of the earth; while, in addition to steam power, the labour of from 650,000 to 700,000 individuals, directly or indirectly employed, was required.—Mr. S. H. Blackwell, of Dudley, F.G.S. recently delivered a lecture "On the Iron-making Resources of the Kingdom," before the Mechanics' Institute at Northampton, in which he introduced a reference to the ore recently brought into notice. Mr. Blackwell said iron had been largely smelted in Northampton at the time of its occupation by the Romans, as well as in many other parts of the country, where it had been discontinued since the substitution of

coal for wood as fuel. For the Exhibition of 1851, he obtained some specimens from General Arbutnot, and forwarded them. Hitherto the stone had been found to yield from twenty to fifty per cent. of iron. It may be found largely developed all along the line of the railway from Peterborough to Gayton and Towcester. In admixture with other ores, it makes iron of a good quality, and may be cheaply raised, and is practically exhaustless.—In the price of copper, the Birmingham trade circulars announce an advance of 5*l.* per ton, and another rise has since been rumoured. The quotations in the *Birmingham Gazette* of last week were—best selected, 101*l.* per ton; tough cake, 98*l.*; tile, 97*l.* Quantities smaller than three tons, 20*s.* per ton extra on the above prices. The rapid and heavy advance of price on this important article in Birmingham is attributed to the desertion by the workmen of the copper mines of Australia for the gold diggings.—A return was issued on Saturday, from which it appears that the value of wrought iron and copper and of machinery exported to the foreign West India Islands, to Brazil, and to the foreign West Indies and Brazil jointly, in 1851, was 158,771*l.*

**BRICK MACHINES.**—In reply to our remark on Mr. Hart's statement as to the saving resulting from the use of his machine, that gentleman says,—  
"To make 20,000 bricks per day, requiring four gangs of men, will require four horses to pug the clay. To make an equal number by my machine will require a 2-horse engine. The cost on one side stands thus:—four horses, at 15*l.*=60*l.*: they will work say ten years; the annual charge, therefore, will be,—interest on 60*l.* at 5 per cent.=3*l.*; the depreciation=6*l.*; cost of keep, at 10*s.* 6*d.* each per week = 109*l.* 4*s.*; total, 118*l.* 4*s.* besides cost of tackle, pug-mills, wear and tear, &c. On the other side, the machine costs 200*l.*; a 2-horse engine, 80*l.* These will work five years. The interest on 280*l.* at 5 per cent. is equal to 14*l.*; annual depreciation to 56*l.*; cost of fuel, 12 cwt. per week, at 10*s.* 6*d.* = 27*l.* 6*s.* per annum; total, 97*l.* 6*s.* which, deducted from the 118*l.* 4*s.* amount as above, leaves a clear annual saving of 20*l.* 18*s.* which I would have been justified in setting forth, and the statement would even then have been perfectly fair; but I have refrained from bringing forward those items which are the same, or nearly so, in both cases, and only put forth the evident advantages resulting from the use of my machine, and even these very much within the mark. The present cost of moulding bricks by hand-labour in London is 4*s.* 6*d.* per 1,000. My machine, if fully worked, reduces the same to 10*d.* per 1,000."

**TURNER'S PICTURES.**—It is tolerably well known to those who, of late years, have had access to Turner's dwelling-house, that the pictures he has bequeathed to the country are in such a state as to require the immediate attention of the "restorer;" and if something be not soon done, they will, in a very short time, be comparatively worthless as works of art. We believe that Turner, during his lifetime, applied to Mr. John Seguer to undertake the task, but was alarmed at the price named by the latter. The first question that arises on the subject is—what steps can the trustees of the National Gallery, and the executors under the will of a deceased artist, take to avert the threatened calamity? Turner's will is now before the Ecclesiastical Court; but so far as our legal knowledge extends, we presume that an application to the Lord Chancellor would obtain from the Court an order for the expenditure, out of the estate, of a sufficient sum of money to meet the exigencies of the case. Supposing this to be granted, the next thing is to find an individual every way qualified to execute so important a charge: the pictures of Turner are not of a character to bear the ordinary processes oil-paintings usually undergo when in the hands of the restorer; so that whoever may be entrusted with them should be a person intimately acquainted with the artist's method of painting and the vehicles he made use of. Under any circumstances, the task will require the most judicious and careful management.—*Art-Journal.*

\* Leland was greatly struck by these "divers hillocks cast up by hand, and many ditches, whereof some he filled with water." The ditches and hills were a camp of men of war, except men might think they were of ruins of some old town.